

# Hongkong Daily Press.

ESTABLISHED 1857.

**BOOKBINDING** by European methods with the best materials, and under European supervision. THE "DAILY PRESS" OFFICE Always pronounced equal to home work, and prices very moderate.

**PRINTING OF ALL KINDS** at the most moderate prices at the "DAILY PRESS" OFFICE. All proofs and reading will work superintended by Englishmen. Also equal and generally superior to that done anywhere else. Estimator given.

**NEW ADVERTISEMENTS.**

ZETLAND LODGE, No. 25 E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FEBRERSON'S HALL, on WEDNESDAY, the 1st July, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 25th June, 1896. [1420]

**PUBLIC AUCTION.**

THE Undersigned has received Instructions to sell by PUBLIC AUCTION at his SALLES ROOMS, ZETLAND STREET, No. 2, on SATURDAY, the 27th JUNE, 1896, Commencing at 2.30 P.M. A QUANTITY OF USEFUL AND VALUABLE HOUSEHOLD FURNITURE, consisting of DRAWING-ROOM SUITES in TAFFETA and CHAMONIE, WADEBRODES with and without Glass, WRITING TABLES, CHESTS OF DRAWERS, CENTRE TABLES, SIDEBOARDS, CARDTABLES, ICE BOXES, CHAMBER STANDS, WHATNOTS, BOOKCASES, WASHING STANDS, TOWEL RACKS, EASY CHAIRS, ROCKING CHAIRS, CHOCIES, TOILET TABLES, ORNAMENTAL PLATEDWARE, GLASSWARE, CROCKERY, &c. &c. &c. On View from FRIDAY, 26th June. Catalogues issued prior to Sale. TERMS of SALE—As customary. PAUL BREWITT, Auctioneer. Hongkong, 25th June, 1896. [1481]

**PUBLIC AUCTION.**

THE Undersigned has received Instructions to sell by PUBLIC AUCTION on TUESDAY, the 30th JUNE, 1896, at his SALLES ROOMS, QUEEN'S ROAD, HOUSEHOLD FURNITURE, &c. (for Smaller Accounts) Consisting of TAPESTRY COVERED DRAWING-ROOM FURNITURE, MARBLETOP CENTRE, and SIDE TABLES, BEVELLED GLASS OVERMANTEL, CARPETS and HUGS, EXTENSION DINING TABLE, SIDE BOARDS with Plate Glasses, WHATNOTS, BOOKCASE, and WRITING TABLE, CROCKERY, GLASS and PLATEDWARE, DOUBLE and SINGLE IRON BEDSTEADS, WARDROBES with Bevelled Glass Doors, CHEST OF DRAWERS and WASH-STANDS. ONE STOVE. TERMS OF SALE—As customary. J. M. ARMSTRONG, Auctioneer. Hongkong, 25th June, 1896. [1482]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

FOR MANILA (DIRECT). THE Company's Steamship

"YUENSANG," Captain W. Weddell, will be despatched above TO-DO, the 23rd Inst., at 5 P.M., instead of as previously advertised.

This steamer has superior accommodation for First class Passengers. For Freight or Passage, apply to JARDINE, MATHERSON & CO., General Managers. Hongkong, 24th June, 1896. [1479]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW, AMoy, AND POOCHOW. THE Company's Steamship

"HAITAN," Captain Beach, will be despatched for the above Ports to-MORROW, the 26th Inst., at Noon, and not as previously intended.

For Freight or Passage, apply to DOUGLAS LAPEAK & CO., General Managers. Hongkong, 25th June, 1896. [1484]

**WANTED.**

A PLANT for Manufacturing Ice and Aerated Waters. For Particulars, apply by letter to A. R. S. Case of Office of this Paper. Hongkong, 23rd June, 1896. [1400]

**WANTED.**

PLANT for Sinking ARTESIAN WELLS. Apply to A. S. WATSON & CO., LTD. Hongkong, 15th June, 1896. [1401]

**INSURE.**

EQUITABLE LIFE ASSURANCE SOCIETY OF U.S.A. gives the BEST SECURITY.

Lives there a man with soul so dead, Who never to himself has said, "I must protect my loving wife." And so I must assure my life.

I would be a son to a family poor. Who does not long for a family poor.

Life is a premium every year. And then my loved ones need not fear but what, when I am in my grave, They'll have more than I can save; Or if when old I living be;

The money will provide for me. And an old age, serene and bright And peaceful, like the light, Shall end my days in the grave.

Should you be so much as to wish to find out just how much Premium cost to you will be.

Write, phone, or call on us or me. SHEWAN & CO., General Agents, Hongkong, 23rd October, 1895. [1393]

R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER, NO. 3, WOODLAND TERRACE, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED, Liberal Discount Allowed. Hongkong, 1st April, 1896. [1404]

## INTIMATIONS.

THE HONGKONG AND WHAMFOA DUCK COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above COMPANY will be held at the COMPANY'S OFFICE, No. 14, PEAK, HONGKONG, on MONDAY, the 18th JULY, 1896, at 3 o'clock P.M., when the above resolution which was passed at the Extraordinary General Meeting of the Company held on the 22nd June, 1896, will be submitted for confirmation as a special resolution, namely:

That the Articles of Association be altered in manner following:

(a) Paragraph 10 of Article 2 which provides as follows:—"Auditors Secretary and Manager mean those respective Officers from time to time of the Company and the marginal note of the same paragraph shall be cancelled, and in lieu thereof the following substituted:

"SALARIED SECRETARY Non-expanding Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.

SUPERINTENDENT: THOS. SKINNER, DODWELL CARLILL & CO., General Agents.

1483] THE Best Quality of ASBESTOS and RUBBER GOODS for the Very Highest Pressures. Cheaper Qualities for Low Pressures.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.

The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints Manhole and Midship, Deck, etc., for the use of every Battleship, Cruiser, Gunboat, Torpedo-boat, and Transport, H. M. Service.

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## INTIMATIONS

NOW READY

THE CHINA AND DIRECTORY  
FOR CHINA, JAPAN, STRAITS, &c., &c.  
1896.

With which incorporated  
THE CHINA DIRECTORY.

THIRTY-FOURTH ANNUAL ISSUE,  
and will be found, as usual, to contain an advance  
on the latest news both in India and throughout  
the world.

The DIRECTORY covers the whole of the  
particular cities of the Far East, from Penang to  
Vladivostok, in which Europeans reside.

A. S. WATSON &amp; CO., LIMITED.



CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED  
WATERS.

OUR AERATED WATER FACTORY is fitted  
with the best English Machinery, embodying  
the latest improvements in the trade.

The Purified Ingredients only are used, and  
the utmost Care and Cleanliness exercised in  
the Manufacture throughout.

The Water used is proved by repeated  
Analyses to be absolutely Pure.

For COAST PORTS, Waters are packed and  
placed on board ship at Hongkong prices, and  
the full amount allowed for Packages and  
Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is  
"DISPENSARY, HONGKONG."

All signed messages addressed thus will  
receive prompt attention.

The following is a List of Waters always  
kept ready in Stock:

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARSAPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that look dirty  
or greasy, or that appear to have been used for  
other purposes than that of containing  
Aerated Waters, as such Bottles are never used  
again by us.

A. S. WATSON &amp; CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 26th May, 1886.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns  
should be addressed to THE EDITOR.

Correspondence concerning business should be written on one  
side of the page only.

No anonymous or signed communications that have  
already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that  
hour the supply is limited. Only supplied for Cash.  
Telegraphic address PEPPER, R.C. Co.,  
P.O. Box, 20.

*The Daily Press.*

HONGKONG, JUNE 25th, 1886.

It is generally understood that in the event of England's becoming involved in war the defence of Hongkong would receive little assistance from the Navy. It is also recognised that the garrison is inadequate to withstand an attack in force. That is not exactly to say that the enemy could walk in at his pleasure. Perhaps he might be blockaded in his own ports by our Navy or might be so harassed at sea as to be unable to organise an attack in force on this island; and if an attack were made it would of course be opposed to the utmost and by some lucky accident of war or brilliant strokes of genius the invasion might be repelled. But lucky accidents and strokes of genius are not to be depended upon. Judging the matter by ordinary scientific principles the garrison is inadequate for the defence of the colony and ought to be very largely augmented. The conditions have greatly changed during the last few years and will be changed still more when the Siberian Railway is completed. Formerly there was no European power that maintained a large military force within striking distance of Hongkong and in those days the local requirements of the colony were sufficiently met by a very small garrison; but now Russia is reported to have between eighty and a hundred thousand men in Siberia and if she had a clear way set she could send down a very formidable army for an attack on Hongkong. The position Japan has attained as a military power must also not be overlooked. There is no present reason to apprehend any rupture of the friendly relations existing between Japan and Great Britain, nor, according to our view, is there any cause for quarrel between ourselves and Russia; but the only safe principle to proceed upon is to be prepared for all eventualities and ready to hold our own against all comers.

The question of the defence of the coasting stations was touched upon in the debate in the House of Commons upon the Navy Estimates. The Times, in its article on the debate, puts the case very clearly, as follows:—"The Navy has always persistently opposed the policy of making it responsible for the military defence even of those foreign stations on which in time of war its efficiency and mobility must largely depend. This attitude was supported on Friday alike by the present representatives of the Admiralty and by their predecessors; and though there is not a little

"to be said on both sides, we are inclined to think that the instinct of the Navy which leads it to regard the sea as its exclusive element is, on the whole, a sound and sanitary one. But this conclusion is dependent on the indefensible condition that what the Navy cannot do the Army "must do." That is precisely the point we wish to urge with regard to Hongkong. If the Navy cannot undertake our defence then the Army must do so. But, according to the judgment of experts, the military forces at present maintained in the colony are insufficient to prevent an enemy landing on the south side of the island; and if once the enemy got a footing there our position in the town and harbour would be far from pleasant.

The C. P. steamer Empress of Japan left Vancouver for Hongkong on Monday afternoon.

There were four cases of plague yesterday. Two were from the city and two from Aberdeen.

The steamer Catherine Anne, from Calcutta, left Singapore for this port, on Tuesday afternoon.

The N. P. Co.'s steamer Olympia left Victoria for this port on the 22nd inst. via usual ports of call.

Tung Fong, who was convicted of murder at the Criminal Sessions on Tuesday and sentenced to death, attempted to commit suicide yesterday afternoon by cutting his wrist.

At the annual meeting of the Commercial Club of Victoria, Mr. Limited held at the Hotel Okanagan, a number of prominent citizens of Victoria and the surrounding districts attended. It was decided that the business obtained through the offices of the Strait Fire Insurance Co. had shown excellent results during 1885.

Yesterday morning Mr. H. W. Johnson, the manager of the New Victoria Hotel, Shannon, Carlton, died from typhoid fever at the Government Civil Hospital. The deceased was formerly a member of the Hongkong Police Force and was held in very high respect.

From the Courier de Saigon we learn that on board the German steamer Pean, from Hongkong, the Customs officers discovered 450 lbs of contraband opium. The steamer was placed under arrest, but the consignee gave a bond for \$25,000 in order that she might be allowed to proceed on her voyage.

We are glad to observe signs of increased activity in connection with the Fray Roma, the new hotel, situated between the Victoria and Nottingham Street. The disgruntled condition in which the foreman has been allowed to remain has caused a good deal of sickness in the neighbourhood and strong representations have been made to the Government on the subject. The complaints appear to have been recognized as reasonable, and it is to be hoped the Government will tolerate no further delay in the matter.

At the Magistrate's yesterday, before Hon. Commander W. C. H. Haywood, Wong Yau was charged with stealing watches, jewelry, and money, altogether the value of \$300 from Mr. David Kennedy, of Causway Bay. The prisoner was employed as boy by Mr. Kennedy and on Tuesday morning, during his master's absence, he broke open a drawer and took away watches, gold pins, match boxes and other articles, and thirty dollars. He immediately absconded and information was sent to Inspector Macmillan, soon as the robbery was discovered. The police traced the tracks of the thief and yesterday morning he was arrested by a Chinese detective at Yamate, with the whole of the stolen property in his possession. He admitted the theft. He was remanded for further enquiry, as he has been previously convicted.

In an article on the debate on the Navy Estimates the Times says:—"A much more serious consideration should be written on one side of the page only."

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der at the Criminal Sessions

## THE MANNING OF FOREIGN NAVIES.

As the manning of the Navy is likely to become a more and more pressing subject, it is interesting to glance at the systems followed by foreign Powers to maintain an efficient active force and an efficient reserve. Not that there is any probability of our adopting the methods of our European neighbors, as long, at least, as the British taxpayer unwillingly parts with 100 millions for the public service. One and all—with the exception of our Transatlantic “cousins” and, in actual practice, Holland—the nations which keep a Navy raise the material for it, as they raise the land forces, mostly by conscription. France and Prussia are at antipodes; for the French ships are the true navy, for the service of their merchant services. We are supplied with France, too—and, indeed, with all foreign countries—in the fact that we have more ships than men to put in them, while they have not ships enough for their men.

FRANCE.

The entire male seafaring population in France is called in the *Inscription Maritime*. This gives a nominal total of 170,000 men of ages between eighteen and fifty years, consisting of seamen engaged in foreign trade, in the coasting trade, in the fisheries, and the boutonniers on rivers to the head of the tide waters. Whatever may be said of the method adopted, French authorities maintain that the men cannot be surpassed in physical appearance, courage, and endurance. The last year, namely, 1885, Captain Berton is as good in his way as Admiral Gouraud. The clean, sober, lively, and brilliant young Provencal, and both constitute a naval force which leaves nothing to be desired. From the total of the *inscrits*, 2,400 are annually drafted into active service for seven years. These then pass into the Active Reserve for four years, and after that into the Second Reserve, and then, after fifteen years, into the old, or 2,200 men, conscripts, an annual draft is made from the military conscripts of that number, in great measure because—up to recently, at any rate—the French seafaring population has been strikingly illiterate. The Government makes of its men, if it does of its ships, a sort of hot-house plant, granting to the naval *inscrits* a series of uncouth privileges. None but they are permitted to engage in fishing, to man coasters and ocean-going steamers. They are free from certain taxation, travel by rail at reduced rates, their orphans and widows are assisted, and they therefore receive a pension in old age or on disablement. This last, however, is a species of self-insurance, for Government takes over 3 per cent. of their wages of all French seamen’s wages—for the formation of the pension fund. The active personnel amounts to about 44,000 men, deducting the sick and others incompetent; the effective reserve may be set down at 100,000 hardy sturdy men. As these are almost entirely engaged in the fisheries and the coasting trade, they are available at a moment’s notice. How France is going may be understood from the fact that since 1872 her naval expenditure is increased so as to be nearer three times than that of 1850. If this is so, the Navy is under the supreme control of the Ministry of Marine, assisted by a staff which, with the Gallic method, is divided into a section that takes cognizance of foreign naval matters, a section concerned with domestic and colonial coast defence, and a navy section proper which superintends the operations of the fleet, training, mobilization, etc. There is, in addition, an inspector of colonies, committees, inspectors, and so forth, and none of this is. France our strongest rival, but her *Inscription Maritime* is the envy of many of our own naval authorities.

RUSSIA.

The great Empire has somewhat peculiar notions of naval matters. Perhaps her sons are better able than others to accustom themselves to the inevitable. At any rate, the belief in country appears to be that a well-trained hull, a good fighting seaman, and that there is no difficulty in finding good sailors and stonks. Russia has not, therefore,

set hand-and-fist limits, like France and Germany, to the source of her naval supply. Drafts may be made from the land levies, and hence her reserve is unlimited. The active strength, according to the latest available information, is over 30,000 of rank-and-file, with 350 officers, 280 engineers, and 320 midshipmen. The vast bulk of these are in the Baltic fleet, a small portion being in the Black Sea, and the remainder in the Caspian and Azov Seas. The Admiralty is, I fear, not to be despised, although it is merely engaged in the quiet and useful business of trading between Odessa and Vladivostock and between China and the Black Sea. Evidently Russia will have no meaning difficult as far as numbers are concerned.

GERMANY.

If the German naval force is comparatively small, the Reserve is relatively large, and doubtless well-trained. Pretty much the same plan is followed as in France. That is to say, the whole seafaring population is liable to service, from the age of seventeen to forty-five years, and is actually enrolled at the age of twenty in the active or reserve forces. Germany goes a step further than France and Prussia, in that service is obligatory for the semi-militia, and for ships’ carpenters.

ITALY.

The Italian steamer *Ligurian*, from Wuhan 20th June, had tick for Bonham on the 29th. From Hsien-chou 19th June, had light changeable breezes to Nantou; thence to Chao-pai Island fresh S.W. monsoon and further easterly and southwesterly winds, and cloudy with high southerly swell; thence to port S.W. winds with violent squalls at times, and torrent of rain.

## SHIPPING REPORTS.

The German steamer *Ligurian*, from Wuhan 20th June, had tick for Bonham on the 29th. From Hsien-chou 19th June, had light changeable breezes to Nantou; thence to Chao-pai Island fresh S.W. monsoon and further easterly and southwesterly winds, and cloudy with high southerly swell; thence to port S.W. winds with violent squalls at times, and torrent of rain.

## PORT CARGO.

The American ship *Governor Hobie*, sailed on the 21st June. From Kobe for New York—3,705 rolls matting, 650 bales bamboo, and 243 cases curios. From Hongkong for New York—16,727 rolls matting, 3,251 packages iron smocks, 323 cases black woodwork, 200 boxes Saigon cassia, and 10 cases hawk-tongue.

**BOMBAY BIRMAN TRADING CORPORATION, LIMITED.**  
BANGKOK AND RANGOON.

TEAK SQUARES, PLANES, BOARDS and SCANTLINGS, PLATED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING.

**THAIADAO RAILWAY SLEEPERS** for all GARDEN, CAMP, and other purposes.

Rates Supplied and Orders Booked by JARDINE, MATHESON & CO., Hongkong, 3rd May, 1886. [1079]

## SIAM TEAK TIMBER.

**THE BOENOBO COMPANY, LIMITED**  
BANGKOK.

ORDERS can be Booked and Rates Supplied on Application to the Undersigned for TEAK SQUARES, PLANES, SCANTLINGS, and BOARDS.

PLAED, TONGUED, and GROOVED TEAK SHINGLES.

GIBB, LIVINGSTON & CO., Agents, Hongkong, 17th July, 1886. [1360]

HONGKONG W. ROBINSON & CO., SINGAPORE

150 PIANOS FOR HIRE ON MONTHLY PAYMENTS.

PIANOS REPAIRED EQUAL TO NEW—WORK WARRANTED.

TUNING BY EXPERIENCED MEN ONLY.

SECOND HAND PIANOS CHEAP.

**REPORT OF THE ACADEMIE DE MEDECINE OF FRANCE.**

**Apollinaris**  
“THE QUEEN OF TABLE WATERS.”

The results of the recent investigations in Paris and the Report of the Académie de Médecine of France have placed Apollinaris Water at the head of all the waters examined for purity and freedom from disease germs.

SOLE AGENTS:  
CARLOWITZ & CO.,  
HONGKONG, CANTON, SHANGHAI, TIENTSIN AND HANKOW

C. H. A. S. H. E. D. S. I. C. K.’S CHAMPAGNE, 1889, WHITE SEAL. \$30.00 per case of 1 dozen quarts. \$32.00 per case of 2 dozen pints.

E. D. K. R. E. S. M. A. N. & C. O. S. RED AND WHITE BORDEAUX WINES.

C. G. H. I. B. B. T. & C. O. S. BOTTLED ALE & STOUT MAINZER BEER.

SIEMSEN & CO., Hongkong, 1st February, 1886. [1311]

FOR SALE

C. H. A. S. H. E. D. S. I. C. K.’S CHAMPAGNE MONOPOLIE LEIDSECK & CO., REIMS.

PURVEYORS TO THE IMPERIAL AND ROYAL COURT OF BELGIUM AND TO THE IMPERIAL COURT OF RUSSIA.

MONOPOLIE RED SEAL (medium dry). Do. “RED” RED FOIL (dry). Do. GOLD FOIL (dry).

Do. Do. (extra dry).

CARLOWITZ & CO., Sole Agents, Hongkong, China, and Japan. [1359]

INSURANCES.

E. M. P. R. S. S. ASSURANCE CORPORATION, LIMITED.

FIRE AND MARINE.

We have this Day appointed AGENTS and are prepared to accept Risks at CUL- RENT RATES.

HOLLIDAY, WISE & CO., Hongkong, 28th April, 1886. [1082]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Hongkong, 29th May, 1886. [1093]

SCOTTISH METROPOLITAN INSURANCE CO.

The combined ACCIDENT and LIFE POLICY is THE MOST ADVANTAGEOUS FORM of INSURANCE.

A yearly premium of £28. 12s. (age 30)

£2000 in case of death by accident.

£1000 in case of permanent total disablement by accident.

£500 in case of partial total disablement by accident.

2s. per week in case of temporary disablement by accident.

Accidents insured against for £4 and £2 per annum in case of death and weekly payments in case of injury.

For further Particulars apply to J. Y. VERNON, Agent, Hongkong, 18th June, 1886. [1432]

THE AUSTRALIAN ALLIANCE ASSURANCE COMPANY.

The Undersigned having been appointed AGENTS for the above COMPANY are prepared to ACCEPT RISKS at CUL- RENT RATES.

For Further Particulars apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, 16th March, 1886. [723]

THE SCOTTISH UNION AND NATIONAL INSURANCE COMPANY, EDINBURGH AND LONDON. ESTABLISHED 1824.

CAPITAL..... \$25,000,000 INVESTED FUNDS..... \$24,350,000 ANNUAL INCOME..... \$21,000,000 CLAIMS PAID..... \$11,000,000

FIRE INSURANCE effected at CURRENT RATES.

Particulars may be had on application to GIBB, LIVINGSTON & CO., Agents, Hongkong, 16th March, 1886. [723]

SUN INSURANCE OFFICE, LONDON. FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS at CURRENT RATES.

SIEMSEN & CO., Agents, Hongkong, 18th May, 1886. [118]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS at CURRENT RATES.

SIEMSEN & CO., Agents, Hongkong, 16th November, 1872. [17]

THE MANCHESTER FIRE INSURANCE COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL..... \$2,000,000 TOTAL FUNDS AND SECURITY..... \$2,480,053 ANNUAL FIRE PREMIUM..... \$2,757,478

HAVING BEEN appointed Agents of the above Company we are prepared to accept European and Chinese Risks at current rates.

HOLLIDAY, WISE & CO., Agents, Hongkong, 9th January, 1886. [583]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID UP..... \$2,000,000 LIABILITY OF SHAREHOLDERS..... \$200,000 RESERVE FUND..... \$230,000

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.

ON NEW FIXED DEPOSITS—

For 12 months..... 4% 6 months..... 3% 3 months..... 2% 1 month..... 1%

J. W. R. TAYLOR, Manager, Hongkong, 6th May, 1886. [15]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% per cent. per annum.

Depositors may transfer at their option Deposits of their own account to the HONGKONG AND SHANGHAI BANK, or to any of the Fixed DEPOSITS at 4% per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager, Hongkong, 1st August, 1886. [13]

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID UP..... \$30,000,000

LIABILITY OF SHAREHOLDERS..... \$3,000,000

RESERVE FUND..... \$230,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance.

ON FIXED DEPOSITS—

For 12 months..... 4% 6 months..... 3% 3 months..... 2% 1 month..... 1%

J. W. R. TAYLOR, Manager, Hongkong, 6th May, 1886. [15]

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For the HONGKONG AND SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager, Hongkong, 1st August, 1886. [13]

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

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HEAD OFFICE, LONDON.

CAPITAL PAID UP..... \$30,000,000

LIABILITY OF SHAREHOLDERS..... \$3,000,000

RESERVE FUND..... \$230,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance.

NOTICE TO CONSIGNEES  
NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

**STEAMSHIP "TACOMA."**  
FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE AND MOJI.  
The above Steamer having arrived. Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL &amp; CO., Agents.

Hongkong, 18th June, 1896.

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London C. & S. Memphis, from Boston or S.S. Condor and other steamers are hereby informed that their Goods, with the exception of Opium, Transite, and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, in Kowloon, whence delivery may be obtained immediately after arrival.

Opinion will be forwarded on unless information is received from the Consignees before Noon To-DAY, the 20th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATURDAY, the 27th inst., at NOON, will be subject to sale.

All claims must be sent in to me on or before SATURDAY, the 27th inst., or they will not be recognized.

All Damaged Packages will be examined on FRIDAY, the 26th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Hongkong, 20th June, 1896.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

## VESSELS ON THE BERTH

FOR SHANGHAI, CHEMULPO, AND SINGAPORE.

(Taking Charge to VILLENOVSKY; transhipment at SHANGHAI.)

THE Steamship

"SATSUMA MARU," Captain F. L. Sonne, will be despatched above on SATURDAY, the 27th inst., at 5 A.M.

This Steamer is specially fitted up with Superior Accommodation for Passengers.

For Freight or Passage apply to

NIPPON YUSEN KAISHA.

Hongkong, 22nd June, 1896. [1460]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"KUTSANG."

Captain Geo. Payne, will be despatched as above on MONDAY, the 23rd inst., at NOON.

For Freight or Passage apply to

JARDINE, MATHEWS &amp; CO., General Managers.

Hongkong, 22nd June, 1896. [1462]

NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.

THE Chartered Steamship

"OSHOENE."

Captain P. Ratto, will be despatched for the above ports on MONDAY, the 29th inst., at 5 P.M.

For Freight apply to

NIPPON YUSEN KAISHA.

Hongkong, 22nd June, 1896. [1461]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Steamship

"CHIANGSHA."

Captain Williams, will be despatched as above on TUESDAY, the 30th inst.

For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 24th June, 1896. [1467]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

Hongkong, 22nd June, 1896.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

BY THE (via Nagasaki) SATURDAY, July 4, Kobe, Island Sea, Yo. 1896, at DAYLIGHT.

COPPER (via Nagasaki) TUESDAY, July 21, Kobe, Island Sea, and YOKOHAMA.

GAMBO (via Nagasaki) SATURDAY, August 4, 1896, at NOON.

FOR Further Particulars, apply to

## VESSELS ADVERTISED AS LOADING.

H. A. RITCHIE, Superintendent.

Hongkong, 22nd June, 1896.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Trin Sore Steamships—6,000 Tons—10,000 Horse-Power—Speed 18 knots

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration)

EMPIRE OF INDIA...Comr. O. P. Marshall, R.N.E., WEDNESDAY, 1st July, 1896

EMPIRE OF JAPAN...Comr. Geo. A. Lee, R.N.E., WEDNESDAY, 22nd July, 1896

EMPIRE OF CHINA...Comr. H. Archibald, R.N.E., WEDNESDAY, 12th Aug., 1896

THE magnificient Steamships of the Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO HONOLULU in 12 DAYS, making close connection at Vancouver with the OVERLAND CONTINENTAL TRAINS of the UNION PACIFIC RAILWAY, leaving daily, and cross the Continent from PORTLAND, PACIFIC TO THE ATLANTIC WITHOUT CHANGE. One connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Liners which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points reduced rates Good for 4, 6, 9, 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan, and to Japanese Government officials and their families.

CIRCULAR PACIFIC TICKETS' HONGKONG to Vancouver, Vancouver to Sydney, Australia, Melbourne, Sydney, and to the principal cities of the United States of America. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embark at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Hongkong, 24th June, 1896. [1485]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PROMETHEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned, in both cases it will be left at the Godown. The Cargo will be sold for delivery from Craft at Godown on and after the 22nd inst.

Goods undelivered after the 1st July will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 2nd July.

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 23rd June, 1896. [1483]

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamer

"HECTOR."

Captain Barr, will be despatched as above TO-MORROW, the 26th inst.

For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 19th June, 1896. [1482]

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOOCHEW.

THE Steamship

"CHIHIL."

Captain Newcomb, will be despatched as above on SATURDAY, the 27th inst.

For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 24th June, 1896. [1476]

FOR YOKOHAMA AND KOBE.

THE Steamship

"OCEANA."

Captain H. Formes, will be despatched from the above ports on SATURDAY, the 27th inst., at NOON.

This steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage apply to

SIEMSEN &amp; CO., Agents.

Hongkong, 24th June, 1896. [1474]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSALA, MEDITERANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON WEDNESDAY, the 8th July, at NOON, the Company's Steamer

"OCEANA," Captain Formes, will leave this Port for MARSSELLLES via ports of call WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, except on board until 4 P.M. on the 7th July.

For Freight apply to

REUTER, BROCKELMANN &amp; CO., Agents.

Hongkong, 3rd June, 1896. [1325]

FOR NEW YORK.

THE 3/4 ALL American Ship

"COMMODORE T. H. ALLEN."

Marinier, Master, will load for the above port and will have quick despatch.

For Freight apply to

REUTER, BROCKELMANN &amp; CO., Agents.

Hongkong, 3rd June, 1896. [1325]

FOR NEW YORK.

THE 3/4 ALL American Ship

"SINTRAM."

Woolridge, Master, will load for the above port and will have quick despatch.

For Freight apply to

DODWELL, CARLILL &amp; CO., Agents.

Hongkong, 24th June, 1896. [1313]

VESSELS ON THE BERTH

FOR SHANGHAI, CHEMULPO, AND SINGAPORE.

(Taking Charge to VILLENOVSKY; transhipment at SHANGHAI.)

THE Steamship

"SATSUMA MARU."

Captain F. L. Sonne, will be despatched above on SATURDAY, the 27th inst., at 5 P.M.

This Steamer is specially fitted up with Superior Accommodation for Passengers.

For Freight or Passage apply to

NIPPON YUSEN KAISHA.

Hongkong, 22nd June, 1896. [1460]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"KUTSANG."

Captain Geo. Payne, will be despatched as above on MONDAY, the 23rd inst., at NOON.

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JARDINE, MATHEWS &amp; CO., General Managers.

Hongkong, 22nd June, 1896. [1462]

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